

White House Officials Declare President Is Solidly Behind Fuel Administrator

EXECUTIVE IS IMMEDIATELY IN STAND ON FUEL EDICT

(Continued from First Page.)

thorized to determine what other industries are essential to the uninterrupted flow of food.

Garfield signed the order about 5:40 o'clock yesterday afternoon. It was officially stated. This was a few minutes before the Senate passed its resolution asking him to postpone the date of the order's going into effect five days.

It was stated at the fuel administration that instructions to State fuel administrators were on their way an hour before the Senate's action was officially brought to Garfield's attention.

Many Uncertainties.
But the lateness of the order and the general confusion brought yesterday left hundreds of industries uncertain whether they would open or not today. As a result thousands of workers in the eastern half of the United States went to their labor as usual this morning, only to find that they were not wanted.

Having given the President authority to act in such cases as the present, Congress has turned its back behind it so far as the Garfield order is concerned. The only step which could be taken to make the order ineffective would be to repeal the food law immediately—and that is not thought of seriously.

That the law may later be amended to strip it of some of its powers, however, is hinted at by some today. Today there was some tendency to pass the buck by friends of both Garfield and Secretary McAdoo. Each group shunted responsibility for the order (conceded to be full of political dynamite) on the other official. Garfield's friends say he was necessary to help McAdoo out of a railroad tangle while McAdoo's friends say he had no knowledge of the order's scope before it was issued.

But Garfield says that rail congestion, not car shortage—need for restricting manufacture to save freight space—is the underlying reason for the regulation. Cessation of output for fourteen days will enable the national railroad to clear its tracks and get into shape for more rapid handling of freight in the future.

Many Mines Idle.
Throughout the coal fields scores, even hundreds, of mines are lying idle because of railroad inability to supply the cars to carry away their product. The fuel administration stated: "Coal mines cannot operate without cars. Cars cannot be supplied while railroads are crippled by the present freight congestion, which keeps idle cars lying useless in freight yards."

"War munitions, food, manufactured articles of every description, lie at our Atlantic ports in tens of thousands of tons, while literally hundreds of ships, waiting loaded with war goods for our men and our allies, cannot take the seas because their bunkers are empty of coal. The coal to send them on their way is waiting behind the congested freight that has jammed all terminals."

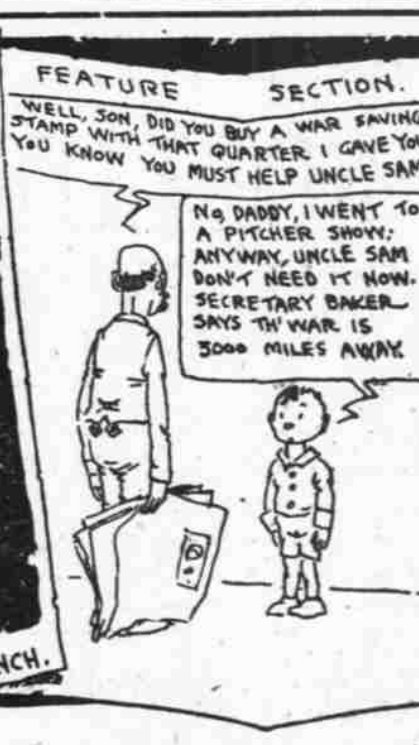
"It is worse than useless to bend our energies to more manufacturing when what we have already manufactured lies at tidewater congesting terminal facilities, jamming the railroad yards and sidetracks for long distances back into the country."

Other Courses Unlikely.
"Added to this has been the difficulty of transporting coal for our own domestic needs. The wheels are choked and stopped, it is useless to continue manufacture and pile confusion on top of confusion."

Dr. Garfield's final order issued in its complete form did not vary in essential details from the preliminary statement issued Thursday. State fuel administrators are empowered to divert fuel in carload lots to meet current requirements and to provide for the normal requirements of the preferred industries.

Food manufacturers not working on perishable products or food for necessary immediate consumption may operate, provided they make application to their State fuel administrators through Federal Food Administrator Hoover.

Extensive preparations against disorder among the millions of workers forced into idleness are under way. No attempt will be made to induce employers to compensate workers for time lost by the fuel order. Such procedure would be impossible for



many manufacturers, especially those whose workers are paid by the piece. Hardship and even suffering may be caused by the loss of wages.

Today found thousands of telegrams coming into the departments from hundreds of districts asking further interpretation of perplexing questions. What is to be done in case of a building housing offices, some of which are entitled to regular heat, and some of which are not? Can a saw mill using its own saw dust for fuel operate as usual? These and hundreds of other queries which gave the Fuel Administration pause, were recorded. Each district had its own particular difficulty for solution.

Even Water Power.
Water power companies were given a "poor" when the Fuel Administration stated their power did not come under the order, and Garfield told the Senate committee he would suspend water power users to suspend the same as others, though admitting he had no power to enforce them.

All departments are referring inquiries to the Fuel Administration, and that department is swamped with work today trying to straighten out the tangle precipitated upon the country.

The confusion continued today there was marked disposition to criticize what was generally regarded as a bungling handling of publicity—a failure to take the public into the administration confidence and prepare it for the shock of the Garfield order.

On the "passing the buck" charge, it was noted that at first the order was generally labeled as a "coal" measure, while Garfield was said to have the burden of complaints for it. About night yesterday Secretary Daniels and Baker and others began to talk of it as a transportation problem—an order designed to free ships tied up in ports. This was "after Garfield had been the center of a storm all day, though the title was veering to criticism of the railroad system under Director McAdoo."

McAdoo Defended.
Then, last night, when Garfield openly revealed that the order was to release transports mainly, there was a tendency to say Garfield "passed the buck" to McAdoo.

McAdoo's friends said he knew virtually nothing of the scope of it, though he and Garfield had been in touch. Some took occasion to cast the buck at Secretary Baker, harking back to the time, months ago, when he disagreed with Secretary Lane's tentative price fixing arrangement on coal.

In the matter of publicity—and confidence in the public—it was noted that Garfield originally planned to tell shipyards and munitions factories operate, but not to say anything about it. Then Wednesday night late, at a conference with Secretaries Daniels and Baker, this was ditched and the shipyards and munitions were included. Yesterday, under pressure of bureau chiefs and industrial firms, modification was sought and granted to Baker and Daniels.

Original Plan.
Garfield originally planned to put the order into effect at midnight yesterday thereby not giving the country any time to prepare. Newspaper men counseled him not to do this, and he waited. This move was characterized in many quarters as an attempt to "put something over" ahead of the criticism which was destined to come.

Last night, Administration chiefs began taking the public fully into the situation, and in this wise they hoped criticism would be stilled, and that the nation would accept the burdens of the order patriotically.

HAIG REPORTS "NOTHING."
LONDON, Jan. 18.—Field Marshal Haig had nothing special to report from the western front today.

DANCE HALL HEADS DISAPPROVE OF GARFIELD'S EDICT

While managers of public dance halls and dancing masters are only slightly affected by the order of the Fuel Administration affecting their business, they are practically unanimous in disapproving the principle. Most public and private dance halls in the city are located in office buildings where the maintenance of heat will probably be allowed under the Fuel Administration order.

A. J. Willard, manager of the Arcade dance hall, today told The Times that he did not think the plan of the Fuel Administration to close down public dance halls a good one. "I do not think the plan to close down public dance halls a good one. They are often the only places where poor people have to go to keep warm during the cold weather."

Dance With Coats On.
"Cold weather will put my dance hall out of business, he said. "Of course, I expect to be able to use it during moderate weather."

Prof. Edward Davison, of the Davison Studio, 1329 M street northwest, in commenting on the action of the fuel administration, said:

"I think public dance halls are the only recreation the poorer people have, and this ruling of the fuel administration will deprive them of it. Of course, the richer people have private dances in their homes."

A Patriotic Duty.
At the same time, Prof. Davison said he thought people ought to be willing to forego their pleasure as their patriotic duty.

W. F. O'Connor, manager of the Naval Lodge Hall, which is private, told The Times today that his friends were fortunate enough not to have to suffer.

The superintendent of the Knights of Pythias Hall was optimistic. "That won't hurt us," he said. "The fire which heats our building will heat our dance hall." The hall is in the Pythian Temple.

D. C. CATHOLICS NOT SURPRISED BY DANCE DECREE
Washington Catholics received without surprise the announcement of the publication of the papal decree prohibiting the so-called modern dances. The decree, which is signed by Cardinal De Lai, secretary of the consistorial congregation, comes in answer to the efforts of some of the American bishops to secure permission for some of the modern dances under certain restrictions.

The prohibitions against the tango, maxixe, and other modern dances are to be strictly enforced, the decree states. "I have not seen the new decree," said Mr. C. F. Thomas, of St. Patrick's Church, "but I presume it is in accord with the restrictions against dancing already in force. None of the prohibited dances will be permitted at any affair held under the auspices of the church, but as to the individual members of the church, they must be guided by their own consciences when dancing elsewhere."

"All dancing will not cease," declared Mr. George I. Conlan, of St. Dominic's Church. "We are having an entertainment here for soldiers on Friday night. But there has been no dancing at church affairs for which plans were received for some time. Of course, all dances held under the auspices of the church will conform to the decrees from Rome."

BIG PAY CUT IN YOUNGSTOWN
YOUNGSTOWN, Ohio, Jan. 18.—Forty thousand men in Youngstown steel plants, mostly on war orders, are affected by Fuel Administrator Garfield's order. The daily payroll of these men is \$220,000.

BELLANS
Absolutely Removes Indigestion. Druggists refund money if it fails. 25c

Today's Official District Food Price List

Published by Authority of Federal Food Administrator
Clarence R. Wilson.

In publishing these prices the Food Administrator for the District of Columbia does not at this time say that they are right or wrong, fair or unfair. In the left-hand column is given the range of prices charged by wholesalers to retailers, and in the right-hand column the lowest prices to consumers quoted by retailers:

Commodity.	Wholesale prices to retailers.	Low prices to consumers.
Cornmeal, per lb.—		
White	.04 1/2 to .05 1/2	.05
Yellow	.05 1/2 to .06	.06
Hominy, whole, per lb.	.05 1/2 to .06	.06 1/2
Wheat flour, 24-lb. bag	1.40 to 1.45	1.50
Buckwheat flour, per lb.	.05 to .07	.07
Rice, whole, per lb.	.08 1/2 to .10	.10
Rice, broken, per lb.	.08 1/2 to .09 1/2	.07
Roiled oats, bulk, per lb.	.04 1/2 to .06	.06
Cornstarch, per lb., bulk	.08 1/2 to .07 1/2	.09
Butter, creamy, extra fresh, prints, per lb.	.52 to .55	.55
Butter, cold storage, prints, per lb.	.47 to .53	.53
Oleomargarine, 1st grade, per lb.	.26 to .30	.29
Not Oleomargarine, per lb.	.27 to .31	.27
Lard Compound, per lb.	.23 to .25	.25
American Cheese, per lb.	.27 to .30	.28
White Potatoes, No. 1 (1/2 bu.), 30 lbs.	.74 to .85	.75
Onions, per lb.	.05 1/2 to .04	.03 1/2
Dry Beans, Lima, per lb.	.11 1/2 to .12	.12
Dry Beans, Navy, per lb.	.11 1/2 to .12	.12
Sugar, Best Granulated, bulk, per lb.	.08 1/2 to .08 1/2	.09
Peanut Butter, bulk, per lb.	.16 to .20	.19

GIESBORO PLANT IN FULL BLAST DESPITE ORDER

Shut-down orders issued as a fuel-saving measure by the Fuel Administration are to have a sweeping effect in Washington, as a result of interpretation by Federal Fuel Administrator John L. Weaver and the co-operative efforts of Washington merchants and business men.

The Washington Steel and Ordnance Company, the biggest private manufacturing plant in the District, was operating as usual today, it was reported from the company's offices.

This company was not in the list of excepted concerns announced by the Fuel Administration. It is stated, however, by Dr. Garfield's office, that there is undoubtedly justification for the company's course, that has not yet officially appeared. The company is at work on munitions contracts for the Government.

There was the utmost confusion throughout the city today over application of the order. Business and commercial men were at sea, and decisions were quickly changed.

Federal Fuel Administrator Weaver issued no formal interpretive order. He acted specifically on specific cases brought to him for decision by business men who besieged his office all day.

Decisions on ice plants, laundries, amusement places, and drug stores were made to representatives of these lines of business.

Mr. Weaver stated he was ready to construe the law to the letter, and will give instructions where they are needed or asked. Mr. Weaver began giving these instructions or interpretations immediately after he reached his fuel administration office at 10 o'clock this morning.

The big printing and engraving plants of the city were closed today, as was the Ford automobile factory, and the big industrial concerns in Georgetown and throughout the city.

Surging with wrath over the fuel administration's refusal to heed the request to withhold the industry suspension order for five days, the Senate this afternoon plunged into another violent debate over the coal situation. Heaps of telegrams from all parts of the country were read into the record by Senators.

Senator Smith of Michigan read a telegram from Dodge Bros., of Detroit, protesting on its own behalf in the name of its 17,000 employees against the order. The telegram held the fuel administration directly to blame for the shortage.

Senator Smith called conditions "shameful," and demanded that the "wings be clipped of those who seek to exercise authority never granted them."

"Our enemies must be jubilant over this order," he said.

Dr. Garfield has been made the "goat" for Director General of Railroads McAdoo, Representative Snyder of New York charged on the floor of the House this afternoon in a bitter attack on the factory suspension order.

"The coal order is nothing but camouflage to conceal the inability of the director general to handle the freight congestion," he said.

N. Y. OBEYS ORDER AND 2,300,000 ARE UNEMPLOYED TODAY

NEW YORK, Jan. 18.—Although somewhat bewildered and uncertain of its step, industrial New York today fell into line. Practically every industrial plant in greater New York coming within the scope of Fuel Administrator Garfield's closing order was shut down today.

The effect of the order was plainly to be seen early today. Surface, subway, and elevated cars that usually are jammed to their very doors, were not even comfortably filled this morning.

Owners of big department stores were uncertain of their status. They decided to remain open today and tomorrow, however, and decide on what action to take Monday later. Many downtown office buildings were heated as usual.

The Brooklyn Rapid Transit Company, controlling subway, elevated, and surface cars, shut off all heat in their cars promptly at midnight.

Frank Bohm, secretary of the Central Federated Union, today estimated that the total number of persons thrown out of work by Garfield's action in Greater New York alone would approximate 2,300,000.

The stock exchange will not be closed today. No steps will be taken by employers of labor to pay wages to employees for the time in which they are not employed.

The Rotary Club passed resolutions declaring that it "would stand back of any action of the Government should do."

State officials have registered official disapproval of the coal order.

McADOO CALLS ON AMERICA TO MEET FUEL CRISIS COOLLY

With the United States facing a crisis unprecedented in its industrial and political history induced by the drastic and experimental order of the Fuel Administration, Director General McAdoo, in the dual role of Secretary of the Treasury and director of the country's railroads, called on America for coolness in meeting the crisis, and in an interview bespoke the ultimate success and victory for the country's adoption of this unique method of meeting a national emergency.

The director general said of the plan: "The order has been made, and issued; it was no doubt the subject of thorough study by experts in the Council of National Defense and by those in the Fuel Administration, and while my knowledge of the order is based only on what I have read, I give every presumption in favor of its wisdom; and as director of the transportation facilities of the country, I shall synchronize and reciprocate with Dr. Garfield's plan, to the fullest power of co-operation."

Director General McAdoo said he had issued orders to place every available unit of power on the tracks to pull out the cars and alleviate the situation. He pointed out that as he understood the order of the Fuel Administration, it was provisional and could be canceled at any time required. Moreover, he deplored the wave of hysteria which has swept over the country, and expressed desire that everyone would help and reserve hasty judgment.

LOCAL MENTION.
My prices are the lowest when quality of work is considered. Call on the city, Dr. Vaughan, 307 7th St. N.W.

SPECIAL NOTICES
OFFICE OF THE WASHINGTON GAS LIGHT COMPANY, Washington, D. C., January 17th, 1918. In accordance with section 2 of the charter of the said company, the shareholders of the Washington Gas Light Company for the election of directors and for other business as may properly come before said meeting will be held at the office of the company, No. 415-417 Tenth St. northwest, Monday, February 4th, 1918, at 12 o'clock noon. The poll will be open from 12 o'clock noon to 1 o'clock P. M.

WILLIAM B. ORME, Secretary

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the Signature of *Chas. H. Fletcher*

D. C. STREET CARS ARE EXEMPT FROM GARFIELD'S ORDER

Washington is to have its usual street railway service next Monday and the succeeding ten Mondays, made fuel-saving days by Dr. Garfield.

The Capital has been specifically exempted from the general provisions for a service on street railways each Monday not in excess of that of the preceding Sunday. Washington is the only city that has been exempted from the general order.

Action was taken by the United States fuel administration last night after The Times published a statement by Clarence P. King, president of the Washington Railway and Electric Company, calling attention to the fact that employees of the Government departments and bureaus would be seriously affected.

"Street car service as usual," is the order that has been given the two traction companies. No official order to this effect has as yet been promulgated, but it is probable that the fuel administration will issue one before the end of the week.

Commuters who come to Washington on the early morning cars of the Washington and Old Dominion Railway learned early today that the order of Fuel Administrator Garfield to save fuel was already being enforced.

The cars are running at a lower rate of speed, and several of them have been dropped from the schedule.

At the offices of the road it was explained this morning that the company is carrying out the order by cutting traffic as much as possible. It was explained that running the cars at slower speed takes lower voltage, thus allowing the turbines that run the generators to operate with less steam pressure.

PENILESS TROOPS GET POCKET MONEY

SPARTANBURG, S. C., Jan. 18.—The War Department decided today that a doughboy couldn't very well live up to his name if he didn't have any "dough," and so an order was issued allowing the him \$7.50 a month, or 25 cents a day, pocket money as a minimum. This order was meant especially to provide for those soldiers who in their enthusiasm subscribed so heavily to Liberty bonds that they since have been receiving no pay at all.

It appears that the Government has decided to take a chance on the private rushing forth madly to spend his 25 cents in riotous living, and the order declares that commanding generals of all departments here and abroad are authorized to discontinue not earlier than December 30 first Liberty bond allotment in cases where soldiers in contracting for such bonds, together with war risk allowances and insurance premiums, either or both, do not leave him at least \$7.50 of his pay for personal use."

ATLANTA INDUSTRIES CLOSE.
ATLANTA, Ga., Jan. 18.—Practically every industrial concern in this section using steam power obeyed the order to close today. No violations of the order had been reported up to 9 o'clock. Retail and wholesale mercantile establishments were open for business as usual. The suspension order was principally evident in the thickening street war traffic in the early hours of the day.

Perpetual War of Germs
In every human body there is continual strife between the forces of health and disease, while headaches, nervousness and frequent colds usually forewarn sickness.

In changing seasons your system needs the oil-food in

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to increase the red corpuscles of the blood and create that resistive power which thwarts colds, tonsillitis, throat troubles and rheumatism.

Scott's is high-powered medicinal-food, free from harmful drugs. One bottle now may prevent a sickness.

Scott & Borne, Bloomfield, N. J.

SENATE INABLE TO MODIFY ORDER; EXECUTIVE FIRM

By DAVID LAWRENCE.
(Continued from First Page.)

the demands of the people as expressed by the vote in the Senate the need for a Cabinet responsible to Congress was here and there mentioned. Since the war began the cry for democratization became a slogan of the Senate, the inflexibility of the United States Government more than once been emphasized as the central weakness of our organization for war.

First Congress. In an outburst of enthusiasm, and in an unbounded confidence in President Wilson, gave him more power than has ever been delegated before to a chief magistrate in this country.

Mr. Wilson couldn't do it all himself, so he vested authority in subordinates. Investigations conducted by congressional committees into the conduct of the war reveal serious blunders. The Congress suggests changes, such as a ministry of munitions, but the executive refuses to entertain the idea. There is no check on the executive.

Congress has sold its birthright, but it has the power to take it back. And whatever may be the saving of coal effected, the Garfield order is a turning point in the war. It marks the beginning of a more direct interest by the Congress in the conduct of their Government.

White House Optimistic.
The White House, of course, was optimistic. Telegrams from business concerns which said they would sacrifice everything if need be in the interest of patriotism were given out.

But of his many friends, the great majority believed that he fully appreciated that a mistake had been made, but the greater error would be to rescind the order and retreat—that it would be difficult to send out another order without a period of protest and bickering that would not only block the order but delay to the transports waiting fuel in Atlantic ports.

Having gotten a certain psychological start out of the first announcement, having set the machinery into motion, he is thought to have decided to go ahead in the face of the storm in the belief that things would come out right in the end.

But when it is all over and the Congress gets to the bottom of the coal situation it will find that bickering in President Wilson's own Cabinet had a lot to do with the present situation. Secretary Lane's friends were pointing to the way Secretary Baker blocked the original coal agreement entered into with the operators last summer.

Had Mr. Lane's proposal been accepted, it is argued that production would have been stimulated, and the people would have been advised to buy coal in the warm months to provide for the expected emergency.

Capital Full of Gossip.
Neither the Secretary of War nor the Secretary of the Interior said anything about it today, but the Capital was full of gossip about it, pointing to this original rift in the Cabinet council as the cause of the present lack of coal.

Again, Secretary McAdoo's friends stoutly maintained that he was not consulted by Dr. Garfield, though the fuel administrator gave the impression that the purpose of the whole move is to help the railroads. Certainly if the object is to move coal and the director general of railroads didn't see the order before it went out to the press on Wednesday night, the incident doesn't reveal such co-operation or common counsel. Nor will it convince people that Mr. McAdoo couldn't have moved great quantities of coal this week anyway, making necessary only a partial shut down of industries.

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